3.0 ALTERNATIVES

3.1 Introduction

This alternatives analysis defines the Alternatives considered, evaluates their performance and supplements the alternatives analysis presented in the 1996 FEIS. Pertinent information contained within the 1996 FEIS is not repeated in this document, but rather referred to by hotlink reference signified by blue underlined text. Likewise, the full text of the Draft SEIS is not repeated within this Final SEIS but rather summarized and referenced by blue underlined hotlink text. For electronic versions, click on the hotlink to view the referenced text.

3.2 Alternatives Defined

A total of five Alternatives were considered in this supplemental alternatives analysis consisting of the No-Action (Baseline), Mass Transit, Tollroad/Freeway, Lemont Bypass and the Enhanced Arterial Alternatives. Three of the five were carried over from the 1996 FEIS and include the Mass Transit, Tollroad/Freeway and No-Action (Baseline) Alternatives. The Mass Transit and Tollroad/Freeway Alternatives remain unchanged. The No Action (Baseline) Alternative was updated with year 2020 socioeconomic forecasts and does not include the proposed action.

Alternatives considered in the 1996 FEIS, but not carried over to this analysis include the Transportation System Management (TSM) and Expressway Alternatives, and the multiple alignment alternates of the Tollroad/Freeway Alternative. These Alternatives were excluded from this supplemental analysis because the 1996 FEIS found they lacked capacity to accommodate projected 2010 traffic and, therefore, did not satisfy Purpose and Need. This Final SEIS is based on updated year 2020 traffic projections. These projections forecast a 41 percent increase in traffic over year 2010 levels. Since the TSM and Expressway Alternatives were found not to satisfy the capacity requirements of the Purpose and Need in the 1996 FEIS under lower traffic projections, the Alternatives would remain unsatisfactory under the higher traffic demand forecasted for year 2020 and, therefore, were eliminated from further consideration.

As for the multiple alignment iterations of the Tollroad/Freeway Alternative, these iterations represented adjustments to the Tollroad/Freeway alignment to avoid and minimize direct impacts to parks, wetlands and other resources. However, the affected environment directly impacted by the Tollroad/Freeway Alternative did not change substantially between publication of the 1996 FEIS and this document. Therefore, no new environmental issues were identified to warrant reconsideration of these alignment iterations. Refer to Draft SEIS, Section 3.2 for additional information concerning the elimination of Alternatives and alignment iterations.

As for the Alternatives considered in this Final SEIS, a summary description of each is as follows. Draft SEIS, Section 3.2 provides a complete description.

1) **No-Action (Baseline) Alternative** maintains existing roadways, includes roadway capacity improvements, transit upgrades and TSM/TDM strategies recommended

in the 2020 RTP and current programs*, minus the proposed Transportation System Improvement. The No-Action (Baseline) Alternative was developed in close coordination with area transportation providers and local officials. The No-Action (Baseline) also includes a number of other roadway projects that are not currently funded but anticipated to be constructed by the year 2020. Draft SEIS Section 3.2.1 further defines the projects comprising the No-Action (Baseline) Alternative.

2) **Mass Transit Alternative** maintains existing service and implements mass transit improvements recommended in the 2020 RTP, plus additional transit facilities and services not included in the 2020 RTP, but identified by local and transit agency officials as likely to be implemented by 2020.

3) **Tollroad/Freeway Alternative** provides a new full access controlled divided highway on new alignment, and includes implementation of the No-Action (Baseline) Roadway Improvements, and mass transit and TSM improvements recommended in the 2020 RTP and current programs*.

4) **Lemont Bypass Alternative** provides a new full access controlled divided highway on new alignment in the northern one-quarter of the Corridor and a new limited access controlled principal arterial on existing alignment in the Corridor's southern three quarters. The Alternative also includes the No-Action (Baseline) Roadway Improvements, and mass transit and TSM improvements recommended in the 2020 RTP and current programs*.

5) **Enhanced Arterial Alternative** improves existing arterials and includes the No-Action (Baseline) Roadway Improvements, and mass transit and TSM improvements recommended in the 2020 RTP and current programs*.

Exhibit 3-1 presents alignments for the Tollroad/Freeway, Lemont Bypass and Enhanced Arterial Alternatives.

3.3 2020 Projected Traffic Demand

The alternatives analysis incorporated into the 1996 FEIS was based on year 2010 traffic projections. This traffic data was updated to year 2020 for the existing airport's land use scenario for this Final SEIS. The Chicago Area Transportation Study (CATS) developed the year 2020 traffic projections based on the No-Action (Baseline) and Build population and employment forecasts. Separate year 2020 Average Daily Traffic (ADT) projections were prepared for the Project Corridor for the No-Action (Baseline) and Build Alternatives. For the year 2020 No-Action (Baseline) Alternative, ADTs were developed using the No-Action (Baseline) transportation network minus the proposed Transportation System Improvement. Year 2020 Build Alternative ADTs were developed using the transportation network defined for the No-Action (Baseline) Alternative plus the specific improvements of the Alternative. The Draft SEIS presents existing and projected traffic in the following exhibits: Exhibit 2-6 (Existing), Exhibit 3-4 (No-Action (Baseline)), Exhibit 3-5 (Tollroad/Freeway), Exhibit 3-6 (Lemont Bypass) and Exhibit 3-7 (Enhanced Arterial).

* Using the best available information in the early spring of 1999, which was the 1998-2002 TIP.